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TO LET. N. 4, QUEEN'S ROAD CENTRAL, 2nd FLOOR. Possession from 1st August. Apply to KANG LEE & CO., Ground Floor. Hongkong, June 17, 1904. 1131	FOR SALE. BY PUBLIC AUCTION FOR ACCOUNT OF THE CONCERNED. On the AMOY BURN, at Noon, on 25th July, 1904. THE Wreck of the S.S. HOANGHO as she now lies in, approximately, the following position: LATITUDE, 24°43' North LONGITUDE, 118°45' East Bell Island bearing North by East, and Kusan Point bearing South West (both bearings magnetic). Cargo and Private Effects remaining on board will be sold separately. For Particulars, apply to J. E. THOMSON & CO., Auctioneers. Amoy, July 14, 1904. 1269
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LATE TELEGRAMS.

Britain's Licensing Bill.
London, June 7.—In the House of Commons, yesterday, during the Committee stage of the Licensing Bill, Mr. Balfour strenuously resisted an amendment in favour of fixing a time limit, after which the principle of compensation would cease to apply.
The introduction of a time limit would, he said, reduce the compensation fund which it was proposed to establish under the Bill. Moreover, only those living from hand to mouth without a "line" of responsibility would be disposed to take public houses towards the end of the prescribed period.
The interest of temperance, he added, he best served by maintaining the Bill unaltered. He admitted the clergy's arduous in the cause of temperance, but he was unable to admit that their training entitled them to a special voice in the purely secular methods which Parliament was obliged to employ when dealing with a question affecting the public at large, and involving complicated interests.

France and the Vatican.
London, June 12.—A vehement scene occurred last night in the French Chamber of Deputies.
M. Millerand's attacks roused M. Combes, the Premier, to declare that 2,000,000 francs (£30,000) had been indirectly offered to himself, on behalf of the monks of the Grand Chartreuse Monastery, to introduce a Bill in their favour.
M. Millerand urged, in the higher interests of the country, that the alleged briber's name be not divulged.
Ultimately a Committee was appointed to inquire into the matter.
It is understood that the person accused of the bribery is a manufacturer, and not a politician.

Fatal Explosion at a Distillery.
London, June 6.—An explosion yesterday, at Peoria, in the State of Illinois, U. S. A., wrecked the famous Corning distillery, the second largest in the world. Ten persons were buried and incinerated. The loss is estimated at 10,000,000 dollars (£2,000,000).
The fire spread to the neighbouring stockyards, where 8,200 cattle were burnt.

Attempt to Assassinate the Tsar.
London, June 11.—The Daily Mail is responsible for the statement that the Tsar of Russia is staying at Tsarskoye Selo, a town fifteen miles south of St. Petersburg. Here at the Royal Palace, on the night of the 7th instant, according to the same journal, two internal machines, in tobacco-boxes, were discovered, one in the dining-room and the other in the audience chamber. The mechanism of both machines was working.

The Aix-les-Bains Tragedy.
London, June 6.—The trial of Henri Bassot and Victorine Girard for the murder of Mlle. Eugenie Fougere, a Parisian adventuress, and her maid, at Aix-les-Bains, in the French department of Savoy, at midnight on September 19th last, was brought to a close yesterday.
Bassot was sentenced to ten years' imprisonment. The female prisoner was found guilty. Bassot was sentenced to twelve years' imprisonment.

Tragedy on the High Seas.
London, June 10.—The preliminary hearing of the charge of murder against John Sullivan, a seaman, of the Shaw Savill liner Waratah was continued at the Thames Police Court yesterday.
Sullivan, who is a man of 40 years of age, is charged with having, on May 18th, on the high seas, between Monte Video and the Island of Tenerife, caused the death of Dennis Rowthorn, a deck boy aged 17, by striking him two terrible blows on the head, thereby fracturing his skull.
During the police court proceedings yesterday, a letter, addressed to a member of the crew, was put in. This letter, which was not delivered, purports to have been written by the accused, who, after being charged the boy with ingratitude and with being a thief and a liar.
The writer further stated his intention to kill the boy, and then to commit suicide.

The St. Louis Exhibition.
London, June 9.—The St. Louis Exhibition is two days a first.
The United States Government threaten to appoint a Receiver.
In the meantime they advise the Commissioners to advertise the show more widely.

The Cotton Market.
London, June 5.—Heavy sales of cotton are taking place in New York under continued bear pressure.
June 6.—The range under cotton in the United States has been increased by 10 per cent.

Board of Trade Reform.
London, June 10.—The Daily Telegraph is responsible for the statement that the Departmental Committee on the Board of Trade has recommended the transformation of that Department of State into a Ministry of Commerce and Industry.
The Departmental Committee, which has recommended the substitution of a Ministry of Commerce and Industry for the Board of Trade, further recommends that the Minister who shall supersede the President of the Board shall be paid a salary of £5,000 a year.

The Hotel Metropole Robbery.
London, June 5.—George Marshall, the English solicitor, who was recently arrested in connection with the theft from the Hotel Metropole, London, of £15,000, the property of the Duke of Newcastle, has been committed for trial.

New Pacific Cable.
London, June 8.—A German-Dutch Cable Company, with a capital of £250,000, has been formed to connect by submarine cable the Dutch East Indies, the Philippines, and the Island of Guam, and to effect a junction with the American Commercial Cable Company's line to the Philippines.

Obituary.
MADAME ALVA.
London, June 6.—The death is announced of Madame Alva, the well-known vocalist, from consumption.
SIR JAMES ARTHUR YOUNG, K. C. M. G.
London, June 7.—The death is announced of Sir James Arthur Young, K. C. M. G., Director of the Commercial Banking Company, Sydney, and one of the founders of the Royal Colonial Institute.
Sir James Young was 90 years of age.
SIR WILLIAM HENDERSON.
London, June 10.—The death is announced of Sir William Henderson, the well-known London and Aberdeen merchant and shipowner, at the age of 78 years.

LARGE TELEGRAMS.

The Congo Atrocities.
London, June 9.—An interesting booklet has been published dealing with the alleged atrocities in the Congo Free State. It contains the preliminary reply of the Congo Administration to the allegations made in February last by Mr. Roger Casement, the French Consul at Boma who, at the instance of the British Government, undertook a special mission last year for the purpose of ascertaining from personal observation the condition of the natives on the Upper Congo.

Lord Lansdowne, the British Secretary of State for Foreign Affairs, in a minute dated June 9th, describes the Congo Ministry's reply as unsatisfactory, and implies that, if the full text of Mr. Casement's report and other communications on the subject are a keel for, they will be made accessible, but not to persons whose conduct is impugned.

Lord Lansdowne points out that no measures were taken by the Congo Government to shield witnesses, on whose evidence it relies, from improper pressure, and adds, as a strict partiality cannot attach to an investigation conducted solely by the officers of the State concerned or the agents of concessionary companies, he proposes that a special Commission, composed of men of reputation and in no way connected with the Congo State, shall be appointed to investigate the affair.

MR WILSON BARRETT'S NEW PLAY.

That the new play from his own pen, 'Lucky Durban', produced on June 10th by Mr. Wilson Barrett, at the Shakespeare Theatre, Liverpool, has an important didactic purpose was evident before it had progressed very far, says *The Standard*. The unfairness of the woman who has loved not wisely but too well and more especially upon her unfortunate child, is its theme, and very powerfully it is developed. The play took a firm hold of an audience that filled the house. Each of the four acts was most cordially greeted at the close of the curtain, and finally upon the close of the play, Mr. Wilson Barrett had to respond to an enthusiastic call for a speech. He avowed that for twenty years his intention had been to express, in a visible dramatic form, the intense conviction he held upon the inequity of the social law in question. He had been advised not to open up problems which were best left alone, but, as in *The Sign of the Cross* he felt impelled to preach the lesson that each conveyed, so, in the present instance, his impulse had been overmastering.

'Lucky Durban' is the story of a British nobleman's illegitimate son who, of his own bat, becomes a millionaire in America and returns home for the use of his mother and himself the estates which would have been his had he been his father's lawful firstborn. The processes through which he succeeds are developed with much power, with invariable good taste, with the art of the playwright. The attention of the audience is gripped throughout, and while it is easily handled, there is no heaviness in the treatment. On the contrary, brightness and 'go' are present to the full, and much of the characterisation is clearly defined and admirably varied. Many of the touches are those of delightful comedy. The performance was with notable exceptions, and the cast, embracing as it did, the full strength of Mr. Barrett's company, was entirely satisfactory. Mr. Wilson Barrett himself, of course, played the principal rôle.

A SAFE REMEDY FOR ALL SKIN AND BLOOD DISEASES

If you suffer from any disease due to an impure state of the blood, such as scurvy, skin eruptions, the word-famous Blood Purifier and Restorer. This medicine has 10 years' reputation and is today more popular than ever. The reason of this is no longer hidden, but because this wonderful remedy does what it professes to do—it cures skin and blood diseases.

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It is warranted to cleanse the blood from all impurities, from whatever cause arising. For

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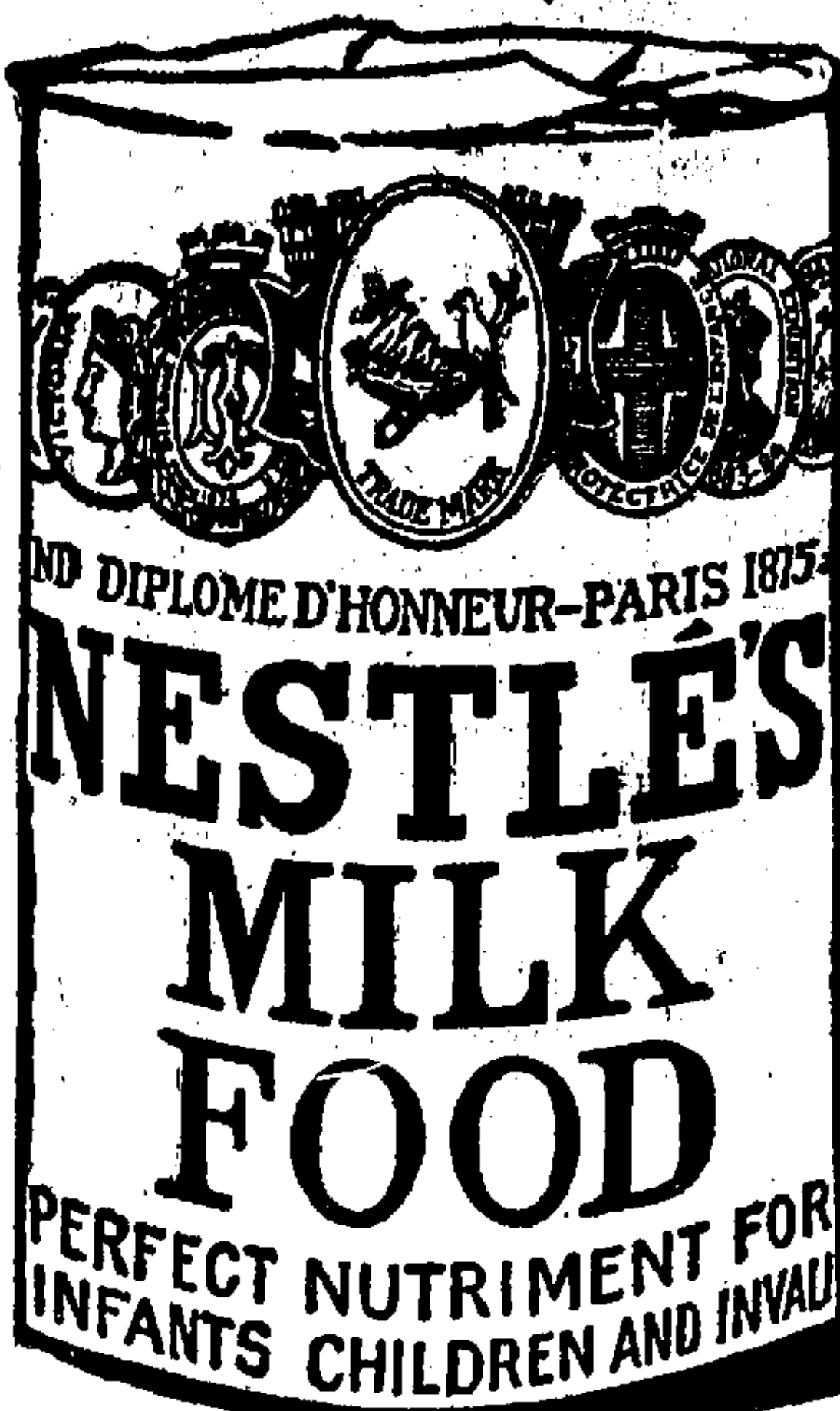
It is a safe and permanent remedy. It is the only real specific for Gout and Rheumatic Pains, for it removes the cause from the blood and bones. NOTE. This mixture is pleasant to the taste and warranted pure from any injurious ingredients. It is the most delicate and constructive of other blood purifiers, and gives it a trial to test its value. Thousands of wonderful cures have been effected by it.

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IMPURETY IN THE BLOOD.—We have seen hosts of letters from all sorts and conditions of people, in which the writers acknowledge the benefit they have received from Clarke's Blood Mixture, which as a curative agent cannot be too highly extolled, since it cleanses and clears the blood from all impurities, and restores it to its normal condition. This is a good testimonial from the *Family Doctor*. The popular medical weekly, which goes on further to say:—'It is certainly the finest blood purifier that science and skill have brought to light, and we can with the utmost confidence recommend it to our subscribers and public generally.'

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New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam coal in the East is now produced in abundance and can be supplied in any quantity.
Hongkong, Apr. 25, 1904. 777

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A. S. WATSON & CO., LIMITED.
ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General Managers of A. S. Watson & Co., Limited, I hereby invite applications from the Shareholders of the Company for the issue of 30,000 New Shares of \$10 each at a Premium of 10 per cent or \$11 a Share. Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association. Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per Share will be payable on application. THE TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive. The present paid-up Capital of the Company is \$600,000, divided into 60,000 Shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 Shares of \$10 each. The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund. The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905. Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings, or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London. JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, June 22, 1904. 1168

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37, DES VEOUX ROAD CENTRAL.

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Hongkong, June 10, 1904. 1094

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Hongkong, July 4, 1904. 1237

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FOOCHOW DISTRICT.
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NOTICE IS HEREBY GIVEN that the Light on Tung Yung was exhibited for the first time at sunset on the 1st July, 1904.

The Illuminating Apparatus is Group Flashing of the First Order showing Three White Flashes in quick succession every Twenty Seconds.

The Light-tower is situated on the Eastern Slope of the Island and the Light, which is elevated 395 feet above the level of the sea, should be visible in clear weather at a distance of 15 nautical miles in all directions except, where it is obscured by the Island, from South round by East to N. 70 E. Bearings Magnetic and from S. 20 E. The Tower is round, of brick, 24 feet high with a total height from base to lantern of 40 feet. The Tower and Dwellings are painted White.

Approximate Position:—
Latitude 26° 22' 40" N.
Longitude 120° 10' 25" E.

Fog Gun Signal.
The Keepers at this station on hearing a bell, fog horn, steam whistle, or any other sound, during foggy or thick weather indicating the proximity of a vessel will fire Two Guns with an interval of One Minute between them, and if the vessel's fog signal—showing that she is under way—continues to be heard, will repeat the firing after an interval of Fifteen Minutes.

By Order of the Inspector General of Customs,
W. FERGUSON, Coast Inspector.

Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, July 4, 1904. 1277

WEEKLY NEWS FOR HOME.

The Overland China Mail

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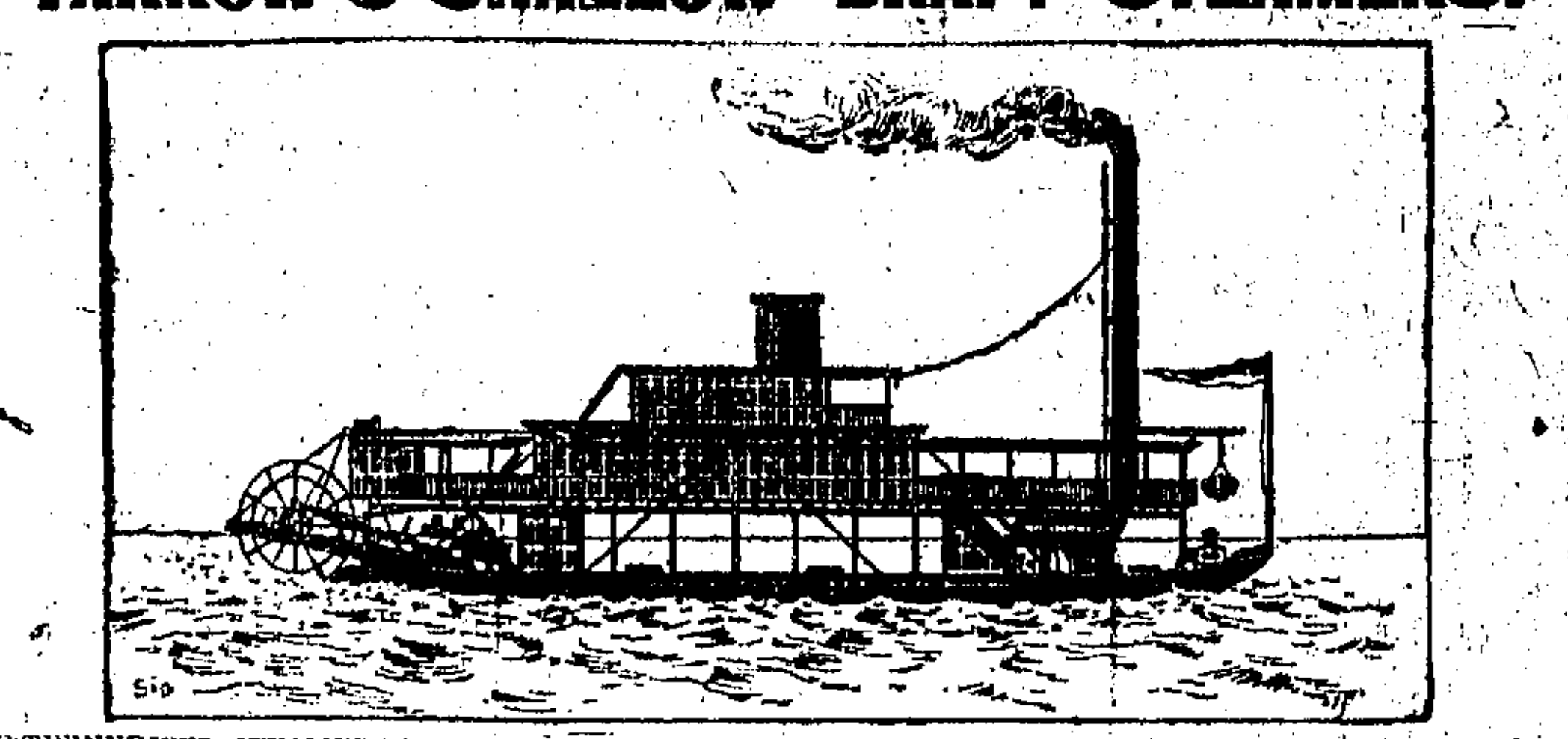
THE Attention of Advertisers is drawn to the Latest Hours for receiving Advertisements and Corrections to Advertisements:—

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to this Office not later than 11 a.m. New Advertisements should be sent in before 4 p.m.

G. M. BAIN.

'CHINA MAIL' Office, May, 1904.

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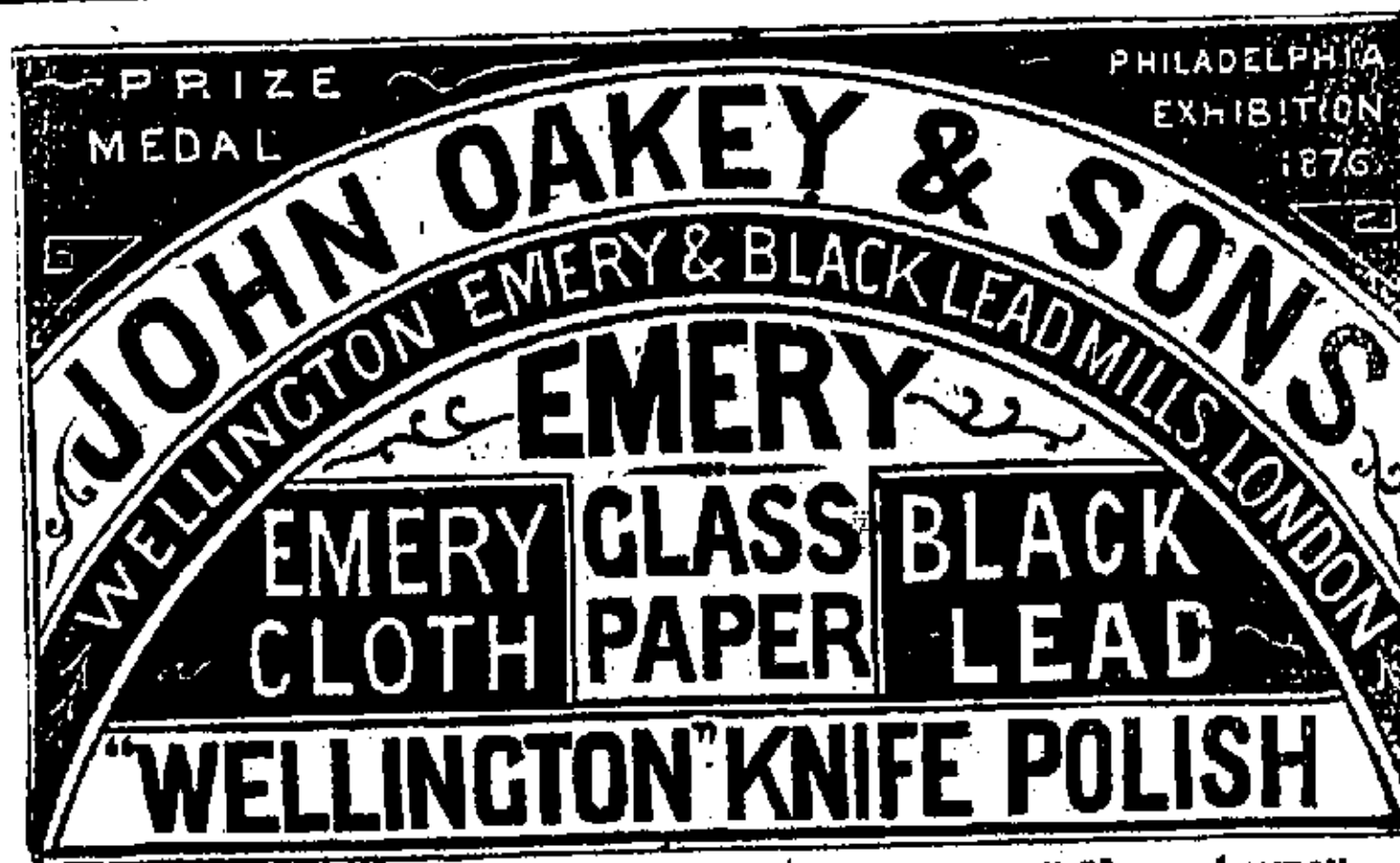
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TIME TABLE.

WEEK DAYS.
7.50 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.
SUNDAYS.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS as on Week Days.
Saturdays.
Extra cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, June 23, 1904. 1091

THE COMMERCIAL LAW AFFECTING CHINESE

With Special Reference to PARTNERSHIP, REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG. (Reprinted from the China Mail.)
For Sale at the China Mail Office, Price \$1.00.

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J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodore Steamer PAUL BEAU, Captain FRANCHET, leaves Hongkong for Canton at 9 p.m. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 p.m., taking Passengers and Cargo as usual. The S.S. CHARLES HARDOUN, Captain NEEL, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour. These two magnificent and up-to-date Steamers are lighted with electricity. The Saloon is under European Supervision. First-class European \$8.00 Second-class European \$3.00 First-class Chinese \$1.50 Second-class Chinese \$0.80 Deck \$0.30 The Company's Wharf is at the end of QUEEN STREET, FIVE WEST. For further Particulars, apply to J. LANDOLT, Agent, The Pharmacy, Queen's Road Central, Hongkong, March 22, 1904. 1214

A MOST WHOLESOME AND REFRESHING BEVERAGE FOR SUMMER MONTHS.

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LIQUEUR
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'CLUB' \$15.00

A Whisky that is perfect with 'TAN-SAN' Water.

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MEMOS. FOR TO-MORROW.
Miscellaneous.
Goods per Radnorshire undelivered after this date subject to rent.

MEMOS. FOR MONDAY.
Auction.
3 p.m.—Auction of Crown Land at the Public Works Department's Office.
Amusements.
9 p.m.—Performance at City Hall.

General Memoranda.
TUESDAY, July 19—
Goods per Oceanic undelivered after this date at Noon will be subject to rent and landing charges.
Goods per Glenroy not cleared on this date subject to rent.
WEDNESDAY, July 20—
Goods per Hibernia undelivered after this date subject to rent.
THURSDAY, July 21—
11 a.m.—Auction of Sundry Obsolete Condemned Stores at Central Police Station.
Transfer Books of The Hongkong Land Investment & Agency Co., Ltd., closed from this date to 27th inst. inclusive.
Transfer Books of The West Point Building Co., Ltd., closed from this date to the 27th July inclusive.
Transfer Books of The Canton Land Co., Ltd., closed from this date to the 27th July inclusive.
Goods per Simla not cleared at 4 p.m. on this date subject to rent.



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The publication of this issue commenced
at 5.10 p.m.

The China Mail

HONGKONG, SATURDAY, JULY 16, 1904.

The most important proclamation that the Government Gazette has contained for some time occupies the first page of the current issue. It notifies that the Ordinance to set apart the Peak District—or rather the Hill District above the 700 feet contour—as an European Reservation has received the Royal Seal and comes into operation as from yesterday, the 15th of July. This substantial crowning of long years of strenuous effort to have some measure of protection afforded the health of the white toilers on the island will come with a great deal of satisfaction to all residents, and those who lot it has been to witness the inundation of other sections hitherto solely occupied by Europeans by the irresistible wave of Asiatic life which has been sweeping up with increasing force and vigour ever since the hall mark of British freedom was stamped upon the Colony, will now be able to sit back in safe seclusion and contemplate the future with a certain degree of tranquillity. It has been a long fight, and a delicate task in the extreme, to bring about this imperative legislation. The soothing of conflicting interests, the suppression of that dangerous germ which showed signs of fructifying and sowing the seeds of class hatred, has been a diplomatic achievement of which the present Officer Administering the Government should be proud. On several occasions we have felt constrained to differ with Mr May's policy and actions, but on this occasion we can congratulate him upon an accomplishment which will make his name go down in the history of the Colony. The enactment of the measure is a feather in his cap. With its entrance upon the Statute Book is also written down against the European residents a debt of gratitude, but we have not the slightest doubt that it will be paid with interest so far as the public can pay those in power who have served them well. There is a mood of satisfaction to be obtained by Mr May, too, from the fact that the Royal approval has come to hand in sufficient time to distinguish the last week of his administration. That is, indeed, happy. The measure was introduced by Mr May and he is the first to enforce it, and that gives him the decided privilege of saying that he has attempted and done something during his short regime which the colonists have been striving to obtain for years. On that point alone Mr May will receive many congratulations, and he should receive more upon the skillful manner in which he surmounted the peculiar difficulties which confronted him. Not only did he have obstruction here, but different modes of pressure were also brought upon the Home Government. These, however, were overcome, and we are glad to be able to put it on record that commonsense prevailed all along the line and carried the day.

A Constant Offender.
A coffee, of approximately 29 years of age, who was convicted at the Magistrate's Court for having unlawful possession of property, was shown to have a record number of convictions against him, for his age. No less than twenty times had he been a resident of Victoria Gaol for periods of various duration, and although he had been banished and deported he always turned up in the Colony again and got into fresh mischief. Mr Gompertz seemed rather perplexed as to what to do with such a hardened offender and after some consideration ordered him to pay a fine of \$50 or be imprisoned for two months.

STEARN'S WINE, whets the appetite. Aids the digestion, improves assimilation, strengthens the stomach so that food does good. Stearn's Wine.

CHRONIC DIARRHOEA.—For several years during the summer months I have been subject to attacks of the bowels, which quickly ran into a very bad diarrhoea and this trouble was frequently accompanied with severe pain and cramps. I used to call on doctors for my trouble but it became so regular a summer affliction that in my search for relief, I became acquainted with Chamberlain's Colic, Cholera and Diarrhoea Remedy, which proved so effective and so prompt that I came to rely exclusively upon it, and what also almost instantly relieved the cramps and stopped the diarrhoea, it never caused constipation. I always take a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy, and I can say for all who are afflicted with this trouble, that it is a most valuable remedy. For sale by all Dealers; Watson & Co., Ltd., General Agents.

EDITORIAL COMMENT.

Our slothful railway concessionaires—or, at ENTERPRISE least, those who have the IN CHINA power to put down the Kowloon-Canton railway—should take a lesson from the Belgians. Their enterprise in China has been remarkable of late. They have gone in for expanding their industry; the concessionaires we are particularly interested in have gone in for—nothing. Two new concessions have recently been granted to Belgium—the construction of a railway from Kaifong to Henan, forming a branch of the Peking-Hankow railway and running in an easterly direction from the trunk line, and the installation of the tramway system and lighting of Tientsin. The first-named enterprise will be entrusted to the Franco-Belgian syndicate which has constructed the main line; the other concession is the first of its kind ever obtained by a foreign Power from the Chinese Government. The Hankow-Peking line will probably be inaugurated next year, being complete all but about 100 kilometres, including the bridge across the Yellow river. We can congratulate our Belgian friends upon their activity. We can congratulate our own friends upon their inactivity.

The rate war in the Atlantic suggests one or two curious thoughts. At present the immigrant can cross from Europe to America for \$2. When he reaches New York he is rigidly examined as to means, health, character and the probability of his becoming a desirable citizen. The cutting rates enhance the necessity for this sifting. About 650 of 2000 who reached New York recently were sorted out for further examination. They looked suspicious and were 'put up' at Ellis Island pending the closer investigation. The companies will have to take back those whom the inspector decides to be undesirable aliens. What will this 'scum of Europe' do? They are not likely to be anxious to return to their own countries, and consequently a large proportion will go to Merrie England; to the land of freedom, the only country that now offers a welcome to all whether rich or poor, virtuous or vicious. It is more than a pity the Aliens Bill has been shelved. Had it been passed this session it would have been a nail in the coffin of the undesirable flotsam and jetsam of Russia and the Continent generally. It is indeed unpleasant to contemplate the situation into which the shipping companies have led the Old Land.

Hongkong Christian Union.

The usual devotional meeting will be held on Monday afternoon at 5.15 in the Lecture room of the European Y.M.C.A., Alexandra buildings, and will be conducted by the Rev. E. J. Barnett. All are cordially invited.

The Metropole Theatre.

Given a fine night the Metropole Theatre should contain a record attendance this evening. A long list of new comers are announced, and together with the recognised members of the company they will combine to produce an enjoyable evening's entertainment. In this hot weather the rich ride to the Metropole in itself is worth going for, without the additional inducement of a performance.

Concert on the Parade Ground.

The following programme of music will be performed by the Band of the 1st Sherwood Foresters on the Parade Ground on Monday, the 18th inst. from 5 to 6.30 p.m.:—
March.....'Right Left'.....Souza
Overture.....'Martha'.....Ponze
Selection.....'Meritans'.....Wallace
'Gipsy'.....'Soleil d'Alger'.....E. Elgar
Selection.....'The Cingalee'.....Mackintosh
Valse Lente.....'Naila'.....Dallies
Regt. March.....'The Young May Moon'.....
GOD SAVE THE KING.

Sarawak Punitive Expedition.

On June 18 His Highness the Rajah of Sarawak proceeded to Simanggang where he inspected a force which was starting on a punitive expedition to the land of the Upper Bataang Lupar Dyaks. The force numbered about five thousand men and was led by Messrs Bailey and Gould. It was against these people, as far as we recall, that the disastrous expedition started some two years or more ago, when cholera decimated the ranks and the march had to be abandoned.—Singapore Free Press.

Learn Shorthand at Home

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LOCAL AND GENERAL.

Notes by the Way.

Machine Gun practice will be carried out on the slopes of Lion Hill from July 18 to 23, both days included, from 6 a.m. to 9 a.m.

The Rev. W. Bridle, Chaplain of the Wesleyan Garrison and Naval Church, Wanchai, has returned from a visit to Weihaiwei and North China and is expected to preach on Sunday at 10.15 a.m. and at 6 p.m.

Messrs Carlowitz & Co., sole Agents, for the famous Apollinaris, have forwarded us a pretty got up pamphlet illustrating and describing the locality of the Apollinaris springs on the banks of the Ahr. 'A lovely valley and a famous spring' is the title of the pamphlet.

Tenders for the supply of four Chinese foremen and forty coolies are called for in the current issue of the Government Gazette; also for the supply of coolie labour for the traction of four water carts; and for the supply of labour for disinfecting and cleansing houses, both for Victoria and Kowloon.

A Sentence Reduced.

At the Magistrate's this morning the American Consul General, Mr E. S. Bragg, applied to Mr H. H. J. Gompertz for a reduction of the sentence of 14 days imposed earlier in the week, on a petty officer of the American man-of-war *Solace* for stealing a biscuit barrel from the bar of the Hongkong Hotel. Mr Gompertz reduced the sentence to one of four days (the term already served), and ordered the defendant to find sureties for his good behaviour for twelve months.

The Orpheum Comedy Company.

The Orpheum Comedy Company gave a performance at the City Hall last night, and, from the excellence of the entertainment alone, they deserve to be better patronised. For all the many items there was considerable applause and the members of the company were repeatedly recalled. For a vaudeville entertainment the company are good and with each succeeding night they leave a better impression on the minds of the audience. To-night and Monday night new songs, dances and gags will be given, and all the members of the company will appear in new roles.

A Daring Robber.

Another daring attempt at robbery was reported to the police this morning. The house at which the robber was seen is No. 6 Rippon Terrace, the occupants of which were disturbed at about 4 o'clock this morning by hearing someone in their bedroom. At first they thought that it was some of their servants and inquired what was their business there at such an unusual hour. They were, however, soon convinced that it was no one connected with the house, for on being questioned the intruder at once ran out of the room and disappeared over the balcony. On going to the balcony it was seen that he was making his escape down the water pipe and before any one could intercept him he got clear away. The matter was not reported to the police until later in the morning, by which time the would-be robber had ample time to get safely out of the way. There were police on duty in the vicinity of the house, but as the alarm was not given when the intruder was discovered they had no opportunity of knowing what he had attempted or where he had gone.

Presentation of Transport Medals.

A rather interesting ceremony—full of local interest—took place at the Commodore's office this forenoon, when two brothers—D. G. Bridger and W. G. Bridger—were presented with transport medals and clasps by the Commodore. Mr D. J. Bridger, at present chief officer of the s.s. *Trinac* (Messrs Butterfield and Swire), received his medal and two clasps for the South African and China Wars, he having been chief officer of the s.s. *Southern Cross* which conveyed the Australian contingent from Australia to Durban. He afterwards became chief officer of the s.s. *Antillon*, which conveyed the siege train from Cape Town to Tientsin, and from there back to Hongkong. His brother Mr W. G. Bridger, at present supervising the construction work of the s.s. *Shanghai* recently launched for Messrs Butterfield and Swire, received his medal for transport service in the South African War, he having been 3rd engineer of the s.s. *Upada* (of the B. I. Co.) which took the Volunteers from the Indian regiments from Bombay to Durban. The Commodore, after reading over the conditions under which the medals are granted, handed the medals over to the recipients, who it might fairly be said had deservedly won them.

ANYONE who has ever given Chamberlain's Colic, Cholera and Diarrhoea Remedy a trial will tell you it is unequalled for all stomach and bowel troubles. It never fails and is pleasant to take. For sale by all Dealers; WATKINS & Co., Ltd., General Agents.

BY TELEGRAPH.

[CHINA MAIL'S EXCLUSIVE SERVICE.]
SUPPLIED BY REUTERS, VIA BOMBAY.
[Received July 15, at 9.10 p.m.]

BRITAIN'S ARMY REFORM.

ARNOLD-FORSTER'S SCHEME BEFORE THE HOUSE.

The Opinions of the Press.

LONDON, July 15.
Mr H. O. Arnold-Forster, Secretary for War, in the course of the debate in the House of Commons on his Army Reform schemes, stated that the enlistment for general service would be nine years with the colours and three with the reserves.

He calculated that the short service system would provide 87,000 and the reserves and the general service 23,000. His object in abolishing the linked battalions was to secure a much larger number of men to serve with the colours kept abroad, than with the colours at home.

With the exception of the London *Morning Post*, the *Standard* and the *Daily News*, all the newspapers, including the *Chronicle*, approve of the proposals as submitted to the commonsense. The London *Morning Post*, in a bitterly worded article, stated that the Government had already done great destructive work with the Army.

'There was no evidence,' continued the *Post*, 'that the new scheme would meet our needs in the time of war, when a large number of trained men would be the first consideration.'

The London *Standard* expressed the opinion that the practicability and efficiency of the scheme were more than doubtful, and that it would probably collapse entirely.

The *Standard* thought the scheme was doomed owing to a lack of long-service men. 'Reserves,' added the journal, 'have no backbone like old soldiers.'

It was also doubtful whether the economies would be substantial; in fact, the *Standard* considered that some of the proposals seemed likely to increase the burdens of the British or Indian taxpayers.

[REUTERS' SERVICE.]
THE ARMY REFORM SCHEME.

LONDON, July 14.
Mr Arnold-Forster has introduced to the House of Commons an army reform scheme, which reduces the army by fourteen battalions.

It leaves the Militia untouched, because the country is not ripe for a change in that branch.

The Volunteers are to be reduced to 180,000 but will receive larger grants.

It is proposed to divide the army into two parts, keeping one purely for home service with two years with the colours and six years in the reserve.

CHINESE LOAN.

Shanghai-Nankin Railway.

The London *Morning Post* says that a Chinese Imperial railway loan of £2,250,000 was issued to-day at 97½ bearing interest at 5%.

The loan is for the construction of a line from Shanghai to Nankin and subscribers will receive one fifth of the net profits of the railway.

DEATH OF EX-PRESIDENT KRUGER.

Ex-President Kruger has died of pneumonia in Switzerland.
The relatives have applied to the Imperial Government to bury him beside his wife in the Transvaal.

Pray a Fast Reclamation.

A correspondent writes that the community would be glad to hear when the Praya East Reclamation Scheme is to be proceeded with. It has already been admitted that it would be a great improvement to the Colony.

ZIMOLE TOOTH POWDER.

A perfect antiseptic dentifrice, cleanses and preserves the teeth.
CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy is everywhere acknowledged to be the most successful medicine in use for bowel complaints. It always cures and cures quickly. It can be depended upon upon in the most severe and dangerous cases of cholera, morbus, dysentery and diarrhoea. It should be taken at the first unusual looseness of the bowels. Sold by all Dealers; WATKINS & Co., Ltd., General Agents.

THE RUSSO-JAPANESE WAR.

[REUTERS' SERVICE.]
THE PORT ARTHUR INVESTURE.

Reported Slaughter of Japanese.

LONDON, July 14.

A St. Petersburg communication from the general staff says that Admiral Alexieff's Military staff reports from Japanese sources that the Japanese attacked the positions at Port Arthur on the night of the 10th instant, and were repulsed with losses so enormous that they are difficult to calculate, but are estimated at 30,000.

A previous unofficial report of the same effect stated that the losses were due to Russian mines.

THE REPORT IN ST. PETERSBURG.

The report of the slaughter of 30,000 Japanese in a recent assault on Port Arthur is regarded in St. Petersburg rather as the means of softening the fall of Port Arthur which is said to be imminent.

The Battle of Tokuriji.

The Despair of a Russian Officer.

The *Asahi* publishes a description of the operations of a division of the Japanese Army in the battle of Tokuriji, fought on June 14th and 15th. The narrative, which was received by the authorities, is to the effect that on June 14th the division marched along the left bank of the Talsba River, and when about to cross at 11 a.m., at a point two kilometres north-east of Gwabaten, or Wafanhan, it encountered the advance post of the enemy, and fighting which lasted for an hour ensued. The enemy's strength was about one regiment of infantry and a battery of artillery. During this action, the commander of the regiment was killed, and several other officers and men were wounded, but the Japanese suffered no losses. The division marched along the railway in pursuit of the retreating enemy, when the latter's artillery, with 24 quick-firing guns, made a stand on an elevation at Lungwangmyo and poured in a hot fire on the Japanese advance artillery, whose main artillery soon joined in the action, a duel resulting which lasted for hours. In the meantime the Japanese main body advanced and took a position about two and a half miles east of Lungwangmyo. The enemy confronting the column was a battalion and a half of infantry and a battery of artillery. Fighting was suspended for the night and the Japanese bivouacked. According to the *Ku-si* taken prisoners, the enemy planned to muster a brigade force at a convenient place and make a night attack. The plan failed, however, as only one regiment responded to the order, the rest losing their way on the march. On the 15th the enemy resumed their fire, and the Japanese artillery concentrated its fire on the elevation of Lungwangmyo. In the course of this fighting the Russian 24 quick-firing guns, and the Japanese were continually retreating until they had over one brigade of infantry and about three batteries of artillery engaged. As they threatened to take the offensive, another column of Japanese, which was advancing side by side with the division, assisted and a desperate engagement ensued. At about 11 a.m. a battalion of Russian infantry charged, and the Japanese repulsed them with fixed bayonets. There was then some hand-to-hand fighting of a particularly bloody character. If a Japanese thrust a Russian through the body, he was himself bayoneted by another Russian. A Japanese officer severed the right arm of a Russian officer, and was himself disabled by another Russian. A Russian officer of the second regiment of the East Siberian Fusiliers was cut down, and when a charge was made by his men some of them hesitated to advance, and the young officer fiercely struck two or three of them in order to force them on, but the charge was unsuccessful. When the Russians were beaten, the officer bled, two or three of his men who were lying wounded, to prevent them from falling into the hands of the Japanese, and then he cut his own throat and died on the spot.

REVIEW.

NATURE'S COMEDIAN.

By W. E. Norris.
Longmans, Green, and Co., 39 Paternoster Row, London and Bombay.

This story mostly concerns the doings of one Harold Dunville, son of an old English family, who went the pace in his youth and was young to the world by his people. When the prodigal returned to the family there was no killing of the fatted calf. He was then an actor of repute, but a reconciliation was not brought about until his mother died. His brother, a clergyman, then wrote to him to visit his home, which was not far from London. He did so, but his sister was still prejudiced against him—or rather against the actor part of him. His brother had a sneaking regard for the profession and loved Harold. Later the clergyman wrote a play which the actor fathered and made a great success. Prior to that, however, Harold attracted the attention of an eccentric body of wealthy men, who had been tenants of Dunville Manor—and she persuaded him to go for Parliament with a view to eventually restoring the home of his forefathers to the family. Had he succeeded the lady would have married him. He failed however; she ran off. Later he became famous through his brother's play, and the girl once more desired to take him up. He was willing to be taken up, but suddenly the young lady found that his brother had written the play, and she promptly left him for his successful parliamentary rival, whom she eventually married. Harold then proposed to a young lady whom he had met in his youth, and she accepted him. He then wrote a play, which she also rejected him because he had given her to understand that he had written the play, and then he went to an old and faithful friend, an actress, and offered to marry her. She jumped up at the proposal. He finally proposed to the proposed alliance, and to close the air the theatre took fire, and the hero rushed into the flames to save some ballet girl who had been left behind. He was burnt to death. His whole life was in a sense a comedy. He was, as Miss Gardner, the lady who tried to make something out of his chance, once heard him say, 'I said, a comedian up to the very last. The story is well told and is worth reading in leisure moments. It is no boring volume. Our copy came from Messrs. Kelly and Walsh.

THE PEAK RESERVATION.

THE MEASURE APPROVED.

Becomes Law from Yesterday.

The usually uninteresting *Government Gazette* contains this week a proclamation which is of the utmost interest to all Europeans in the Colony. It is that the Ordinance reserving the Peak for Europeans comes into operation as from yesterday, July 15. The proclamation is as follows:—

By His Excellency Francis Henry May, Companion of the Most Distinguished Order of Saint Michael and Saint George, the Officer Administering the Government of the Colony of Hongkong and its Dependencies, and Vice-Admiral of the same.

Whereas by Section 7 of the Ordinance No. 4 of 1903, entitled "The Hill District Reservation Ordinance, 1903," it is enacted as follows:—

"This Ordinance shall not come into operation unless and until the Governor notifies by Proclamation that it is His Majesty's pleasure not to disallow the same; and thereafter it shall come into operation upon such day as the Governor shall notify by the same Proclamation."

Now, therefore, I, the said Francis Henry May, Companion of the Most Distinguished Order of Saint Michael and Saint George, the Officer Administering the Government and Commander-in-Chief of the Colony of Hongkong and its Dependencies, and Vice-Admiral of the same, do hereby, under my hand and the Public Seal of the Colony, proclaim that it is His Majesty's pleasure not to disallow the said Ordinance, and that the Ordinance shall come into operation on and from the 15th day of July, 1904.

THE HONGKONG ELECTRIC COMPANY, LTD.

Annual Meeting.

The fifteenth ordinary yearly meeting of the Hongkong Electric Company Limited was held in the Company's office, No. 1, Queen's Building, at 12.30 to-day.

Mr. A. G. Wood was in the chair and there were also present Sir Paul Chater, Hon. Gershom Stewart, Hon. W. J. Gresson, Messrs E. W. Terry, N. Munford, C. W. May, J. W. C. Bonnar, G. T. Veitch, J. Wheeler, G. de Champeaux, J. C. H. H. Carmichael and W. H. Wickham.

The Secretary read the notice convening the meeting, and the Chairman said: "The report and accounts have been in your possession for some time so I trust that I may take them as read. The directors have placed before you what I hope you will consider satisfactory accounts of another year's working, as the balance at credit of Profit and Loss amounts to \$183,967.77, or nearly \$12,000 more than last year. We are, therefore, able to propose a dividend of 10 per cent, an advance of one per cent, over last year; to write off for depreciation \$44,225 11; and carry forward \$1247.66. With regard to the amount thus written off for depreciation I have only to confirm the remarks that have been made on the subject at our previous meetings. The liberal provision we have been able to make has not proved excessive, but has proved requisite to keep our accounts in the satisfactory position in which I think they are shown to be. In consequence of unforeseen accidents to our underground cable early last summer, which caused some regrettable inconvenience to many of our clients, we have found it necessary to lay a new and duplicate cable along the Kennedy, Macdonald and Robinson Roads, and we trust thereby to render ourselves free from any fresh interruptions to our service. A large proportion of the cost has been debited to plant in the accounts now before you, as has also the cost of two new boilers which have been added to the works. They are provided with smoke-consuming apparatus, and the same is being fitted to the other boilers, as we trust to be no longer offenders in the way of smoke nuisance (applause). A new machine has just arrived from home, and is needed to enable us to keep pace with the growing requirements of our service, which has not with further extension during the year, and we are now supplying the equivalent of 27,500 lamps of single-candle power, and twelve electric lifts. Are lamps are 85, the same as before. Our Manager, Mr. Wickham, has assumed his duties; a good portion of his holiday was spent in the service of the Company and we trust to benefit by the results of his inquiries into the latest processes of electric lighting and application of power. We have in progress some expenditure on Capital and plant accounts and have further improvements under consideration. If their adoption is decided upon we may have to call on shareholders for the remainder of the unpaid capital of the Company during the course of the year, but these matters are not yet sufficiently advanced for me to say anything positive on the subject. Has any shareholder any remarks to make?"

There being no questions the Chairman proposed the adoption of the report and accounts as presented, the proposal, which was carried.

Mr. E. W. Terry proposed the confirmation of the appointment of the Hon. W. J. Gresson and Mr. E. S. Wheeler as directors.

Mr. Wheeler seconded, and it was carried.

Mr. Munford proposed the re-election of Sir Paul Chater and the Hon. W. J. Gresson as directors.

Mr. Bonnar seconded, and it was carried.

On the motion of Mr. Carmichael, seconded by Mr. Galt, the Hon. Gershom Stewart and Mr. C. W. May were re-elected auditors.

The Chairman announced that dividend warrants would be ready on Monday, and could be obtained on application at the office.

Mr. Munford said that the thanks of the shareholders were due to the management and directors for the satisfactory position the Company was in. He did not think there was another Company in Hongkong so well placed, or in which the shareholders had so good reason to be satisfied.

REVIEWS.

CHINA FROM WITHIN—A STUDY OF OPIUM VALLAHIES AND MISSIONARY MISTAKES.

By Arthur Davenport. T. Fisher Unwin, London. Published price 6s.

The task of defending officialdom against the repeated onslaughts of the Anti-Opium League, and at the same time exposing missionary mistakes of no mean order, is one sufficient to make any man—backed up as he might be with statistics and facts—tremble. Yet Arthur Davenport grips the subject with a strong hand and shakes it up with convincing justifiableness. As he says in his introduction, he has shown on irrefutable evidence "that the discredited charge brought against Great Britain by the Anti-Opium Societies of having 'forced opium on China' is entirely without foundation, we being no more responsible for the excesses of the Chinese in regard to opium smoking than are the Portuguese for drunkenness in England. And further he has pointed out pretty conclusively 'that the disturbances, riots, murders, and massacres which dog the footsteps of our Catholic, and to a lesser extent our Protestant missionaries, are caused by the faulty system now prevailing of leaning entirely on the arm of flesh, that is, treaties and gunboats. Like most writers who go in for tearing the bandage from the eyes he does not merely do that and finish, but he suggests a more excellent method of conducting missionary enterprise, and that is briefly to trust solely in the arm of the Lord, 'whereby,' he says, 'our native converts would be safeguarded, the Court Mandarins, and people generally conciliated, and the spread of Christianity immensely accelerated.' For the hard-working, poorly-paid individual missionary Mr. Davenport has kind words, but he is strong in his condemnation of the Missionary Societies which, he says, for some inscrutable reason—instead of devoting their strictly limited resources to the spread of the gospel amongst the unevangelized, idolatrous races of Africa—are pleased in the most heartless manner, regardless of expense, to interfere with the religious beliefs of other Christian peoples, in addition to those of other worshippers of the Lord Jehovah, viz., the Mussulmans and the Jews. To misdirected enterprise on the part of the Missionary Societies the author attributes our Abyssinian War of 1867-8, in which 500 natives were killed; the Armenian massacres; the war in South Africa; and the huge slaughter consequent upon the Boxer rebellion. And, further, he attributes, in a measure, the failure of missionaries in China especially, to the divers roads they advocate of getting to Heaven. The Catholics go by one way; Protestants by another, and other sects by various ways. 'The Catholic missionaries cast out devils by means of holy water,' he says, 'the Protestants by beating the 'Magic drum,' while the great Chinese scholar, Dr. Martin, effected the same end by the humane administration of castor oil. Other causes leading to ill-success are the differences of temperament, ideas, habits, and customs between the missionaries and the people; and on our side the haughty intolerance, dogmatic intolerance, supercilious bearing, and general lack of all sympathy and good feeling. 'Foreign missionaries,' the author says, 'themselves ascribed the persecutions and consequent failure of their propaganda to many different causes; that their converts were confounded with the members of secret societies such as the Triad and the White Lily sects; that they refused to subscribe for the building of pagodas and temples, and their rites and festivals; that after becoming Christians they broke off unauthorised marriage espousals with infidels; that they refused to worship ancestors, and encouraged the new converts to smash idols, and insult the objects of public worship. As we have seen, continues Mr. Davenport, 'our Protestant missionaries, according to their own statements, are carrying on the same course of procedure.' Other great obstacles to the spread of Christianity were the practices of private, or, as it is sometimes called, secular confession, and 'the ghastly doctrine that the bread and wine in the Eucharist is converted into the body and blood of Christ. This notion of the exalted, humble, and meek chewing their Divine Master, is the classical example of the utter impossibility of the West to comprehend the transcendental idealism of the East. Mr. Davenport sees no prospect of missions doing any lasting good to China, and goes so far as to say that if we really and honestly wished, not to gratify our own peculiar whims and fancies, but to actually effect the evangelisation of the world, we should immediately retire from China, where the natives tell us in unmistakable terms 'go away, we don't want you,' and proceed in a body to Africa, where the natives cry with lamentable voice, 'Come over and help us.' One of the greatest mistakes that the Societies make at present, says Mr. Davenport, is in the sending of unmarried ladies 'to wander at their sweet will over the country, and it is a mistake because the Chinese regard celibacy with great disapprobation, and entertain an entirely unwarranted contempt for women. By sending women to teach the Chinese would seem as though the Missionary Societies were wilfully going out of their way to offend them. It has been repeatedly pointed out, too, that what the Chinese hate is not the teachings of Christ but the foreigners themselves who come to preach His doctrine and make proselytes (called by the natives, Devil's slaves). Consequently, says Mr. Davenport, all the missionaries who are in China, all the Societies should, cease from leaning on the arm of flesh, and should give up their Sisyphian struggles with the Court, the officials, the literati and the people, and remove all occasions for international complications by frankly applying to the Chinese Government to grant them the privilege of naturalisation; whereby they would be able to renounce their Treaty privileges and status, throw off all distinctions foreign marks, habits and surroundings, simply taking their place in the ranks of ordinary Chinese citizens; following the noble example set by earlier Nestorian and Catholic missionaries, who, when Christianity would thus lose the taint of being a foreign religion and at the same time become a Chinese one; and, having lost its anti-patriotic character, would doubtless spread with amazing rapidity."

A Treaty of Peace between the British and the Chinese.

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PHYSICAL TRAINING FOR WOMEN BY JAPANESE METHODS. By H. Irving Hancock. C. P. Putnam and Sons, 24 Bedford-st., London, W.C.

Messrs Kelly and Walsh forward us what might be described as the best book yet published to assist women to physical strength. The author has for many years been a student of the famous Japanese system of *Jiu-jitsu*, a method of bodily training which has been in vogue in Japan from times of remote antiquity, and he gives in the volume before us a thorough outline of it, and a clearly described and complete idea of the way in which it should be practically applied to strengthen the body. It is not claimed, says the author, that the application of *Jiu-jitsu* will bring a dying woman away from her bed and give her the best of health at once. Such an achievement would be termed a miracle. But *Jiu-jitsu*, if followed out in all its details, will make a weak woman stronger, and will make of any reasonably strong woman one who is the physical peer of any man of her size. The day has gone by when women prize weakness as a desirable thing in all the other methods. The book is got up in such a style that it is understandable even by a child, and the excellent plates—of which there are many—illustrating the various exercises are such as to give at a glance the idea of the exercise being worked upon. Ladies who value their health, who appreciate that strength is cannot afford to do without the work. It is well-printed, well illustrated, and a well-bound.

THE BROKEN STERN POST OF THE STEAMER SIKH has been taken out and the vessel will be ready to leave the dock to-morrow. She will be anchored in some quiet corner until the new stern post is ready to be placed in position. She will then be placed in dry dock again.

Our wandering readers will regret to hear that Mr. Orchar, one of the assistant Government Marine Surveyors, is again ill and has been ordered to England for the benefit of his health. His many friends trust that the change will bring about the desired result.

A telegram was received yesterday by the owners of the *Houkoo*, Messrs A. R. Marty, saying that salvage operations on the *Zealand*, as she lies at Hainan Head, are progressing most favourably and that they hope to have the vessel afloat and on her way to Hongkong within the next few days.

The gentleman mentioned in our report of the launch of the new steamer *Shanghai*, from the Kowloon Dock, as Mr. Lumsden should have been Mr. Lambert. Mr. Lambert is the new Superintendent Engineer of the Kowloon Dock and was formerly employed at the Cosmopolitan Dock. He took the place at Kowloon of the late Mr. Main.

The spot where the S. S. *Cranley* is reported to be ashore in Japan, near Kobe, is said to be a sandy beach, so that no doubt she will be got off without being greatly damaged. A few years ago the *Macduff*, we believe, was driven ashore at the same spot and remained on the beach for several weeks. She came off without the slightest damage to her bottom plates.

The steamer *Courfield*, which has been waiting in the Harbour for some weeks for a cargo of coals for South Africa, will go into dock at Kowloon to-morrow for an overhaul. After being attended to she will proceed to the North to take the place of the coals steamer *Cranley*, which was recently wrecked. The *Frederick* is due on the return journey from South Africa about July 20, and it is expected that she will ship the men that were intended for the *Courfield*.

In the current issue of the *Government Gazette* appears the revised regulations governing the licensing of passenger boats, together with the scale of fees charged. Passenger boats are divided into two classes, and class A, the boats allowed to carry more than 20 passengers, must carry as part of the crew at least two males between the ages of 16 and 60. The passenger rates are 40 cents per hour for two passengers; 20 cents per half-hour for two passengers; each extra passenger 10 cents per half-hour; 20 cents per hour; between sunrise and sunset 10 cents extra per passenger.

The proprietor of a sampan was proceeded against at the Magistrate's this morning for neglecting to display a light on his boat as required by the Harbour regulations. A representative of the firm of Messrs Arnold Kerberg & Co., stated that about 8 p.m. on the 11th instant he left Murray Pier in the Company's launch and proceeded across the Harbour in the direction of Kowloon. When they had gone a little way the defendant's sampan was sighted immediately ahead, and before the launch could be pulled up a collision occurred. The defendant had no light on his boat. He was fined \$10.

The following particulars of the operations of Messrs. Babcock and Wilcox Ltd., the water-tube boiler engineers, are interesting as illustrative of the scale upon which some of the great manufacturing firms carry on their business. The British Admiralty have placed orders for the machinery for three new first-class battleships of 18,000 H.P., the *Britannia*, *Hibernia*, and *Africa*. In all three vessels the boilers are to be of the Babcock and Wilcox type, each vessel will have 18 water tube boilers of a total heating surface of 40,000 sq. ft. and a total grate area of 1,250 sq. ft. The order has also been received for the boilers of the Italian first-class battleship *Napoli*, of 19,000 H.P. This vessel will have 22 Babcock and Wilcox boilers having a total heating surface of 55,200 sq. ft. and a total grate area of 1,600 sq. ft. The American navy department have also placed orders for seven Babcock and Wilcox boilers for men-of-war. There are also many boilers made by the firm being used on land, particularly on Paris, London, and New York railways. It is most interesting to know, however, that in China there are now many users of the Babcock and Wilcox boiler, including the Hongkong Railway Co., the China Light and Power Co., the Green Island Cement Co., the Shanghai Municipal Electric Light Co., the Peking Syndicate, Messrs B. Pearson and Son, Ltd. and others. The firm is represented in China by Mr. D. W. Bell.

BY WHARR AND WAVE.

Captain Lindberg, who arrived with the *Titan* from Australia yesterday, goes on a year's leave. Captain W. Brown will take command of the *Titan*.

A question agitating the minds of Marine Engineers and ship-builders just now is whether steel shafts should be welded or not. Perhaps some of our local Engineers could throw some light on this question.

H.M.S. *Eclipse* steamed into the harbour at 8.30 o'clock this morning. She has been standing by the wreck of the *Spar*, which was wrecked on the 10th inst. Her commission is up and she will probably receive orders here.

The broken stern post of the steamer *Sikh* has been taken out and the vessel will be ready to leave the dock to-morrow. She will be anchored in some quiet corner until the new stern post is ready to be placed in position. She will then be placed in dry dock again.

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THE COMPANY'S STEAMSHIP NIPPON, Captain MISTOBOROG, will leave for the above places on FRIDAY, 22nd Inst., p.m. For Freight or Passage, apply to SANDER, WHEELER & CO., Agents, Princes' Building, Hongkong, July 16, 1904. 1307

THE STEAMSHIP BALLARAT, Captain G. R. LONSDALE, R.N., carrying H.M. Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 30th July, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's s.s. *Esquimaux*, 7912 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London (other cargo for London, &c., will be conveyed from Bombay by the T.M.S. *Arabia*, due in London on the 12th September, 1904.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to E. A. HEWITT, Superintendant, Hongkong, July 16, 1904. 1308

THE CANTON LAND COMPANY, LIMITED, Public Auction.

THE UNDERSIGNED has received instructions from the CAPTAIN SUPERINTENDENT OF POLICE, to sell by Public Auction, on

THURSDAY, the 21st July, 1904, at 11 A.M., at THE CENTRAL POLICE STATION'S COMPOUND, SUNDAY OBSOLETE AND CONDEMNED STORES.

TERMS:—As usual. HUGHES & HOUGH, Government Auctioneers, Hongkong, July 16, 1904. 1312

OSAKA SHOBEN KAISHA. IT is hereby notified that on and after THIS DATE, no Receipts for Accounts Due to this Company will be recognized unless they are shown on separate printed forms bearing the same numbers as the Bills and has been Signed by us.

T. ARIMA, Manager, Hongkong, July 16, 1904. 1309

THE SIXTH ORDINARY GENERAL MEETING OF THE SHAREHOLDERS in the Company will be held in the COMPANY'S OFFICE, No. 14, Des Voeux Road, Hongkong, on SATURDAY, the 23rd July, 1904, at 11 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 30th June, 1904.

THE TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 23rd July, 1904, both days inclusive. SHEWAN, TOMES & CO., General Managers, Hongkong, July 16, 1904. 1311

AUSTRIAN LLOYDS STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship NIPPON, Captain MISTOBOROG, will leave for the above places on FRIDAY, 22nd Inst., p.m. For Freight or Passage, apply to SANDER, WHEELER & CO., Agents, Princes' Building, Hongkong, July 16, 1904. 1307

THE STEAMSHIP BALLARAT, Captain G. R. LONSDALE, R.N., carrying H.M. Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 30th July, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's s.s. *Esquimaux*, 7912 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London (other cargo for London, &c., will be conveyed from Bombay by the T.M.S. *Arabia*, due in London on the 12th September, 1904.

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T. ARIMA, Manager, Hongkong, July 16, 1904. 1309

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THE TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 23rd July, 1904, both days inclusive. SHEWAN, TOMES & CO., General Managers, Hongkong, July 16, 1904. 1311

AUSTRIAN LLOYDS STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

We have received from the local agents the 197th half-yearly report of the P. & O. Company. The following information is given:—

The four steamers of the *Moldavia* class are all now fully at work, and their performance has already established their reputation. The *Bombay* and *Shanghai*, like their sister vessel the *Canton*, have been sold, not on account of age, as they are capable of useful work for many years but simply because, as Cargo Steamers, they were not equal to the requirements of the Company's work in the present day. The *Victoria*, *Britannia*, *Aradica*, *Oceana*, *Peninsular*, and *Oriental* are being extensively refitted and improved, to enable them to cope with the New Mail Service, which will commence next year. A few years ago Messrs. Caird & Co. for the construction of a Mail and Passenger Steamer of 10,000 tons of the *Moldavia* class. This will be the fifth vessel of this type included in the Fleet. A tender has been accepted from Messrs. Barclay, Currie & Co., to build two 10,000 ton Cargo boats, identical in all respects with the three vessels of the *Palestina* class now actively engaged in the service.

Memoranda.

SATURDAY, July 23.—11 A.M.—Meeting of Shareholders of The Canton Land Co., Ltd., in the Company's Office.

WEDNESDAY, July 27.—9 P.M.—Promenade Concert on Volunteer Parade Ground.

To-day's Advertisements

PUBLIC AUCTION.

THE UNDERSIGNED has received instructions from the CAPTAIN SUPERINTENDENT OF POLICE, to sell by Public Auction, on

THURSDAY, the 21st July, 1904, at 11 A.M., at THE CENTRAL POLICE STATION'S COMPOUND, SUNDAY OBSOLETE AND CONDEMNED STORES.

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OSAKA SHOBEN KAISHA. IT is hereby notified that on and after THIS DATE, no Receipts for Accounts Due to this Company will be recognized unless they are shown on separate printed forms bearing the same numbers as the Bills and has been Signed by us.

T. ARIMA, Manager, Hongkong, July 16, 1904. 1309

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THE TRANSFER BOOKS of the Company will be

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

STEAMERS	TO SAIL ON	REMARKS
YAMA, Via SHAI, MOJI & KOBÉ (passing through the S. B. CHAMBERLAIN)	About 22nd July.	Freight and Passage.
LONDON & ANTWERP, Via S. B. CHAMBERLAIN, C. C. TALBOT, R.N.R.	About 22nd July.	Freight and Passage.
SHANGHAI, Via S. B. CHAMBERLAIN, C. C. TALBOT, R.N.R.	About 28th July.	Freight and Passage.
LONDON, Via S. B. CHAMBERLAIN, C. C. TALBOT, R.N.R.	Neon, 30th July.	See Special Advertisement.

For further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, July 16, 1904.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
Calling at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.
Imperial Twin Screw Steamships—3,000 Tons—10,000 Horse power—Speed 19 knots—Sailing 8 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)
R.M.S. ATHENIAN 3882 Tons. WEDNESDAY, July 20, 1904.
R.M.S. EMPRESS OF CHINA 6000 Tons. WEDNESDAY, Aug. 3.
R.M.S. TARTAR 4425 Tons. WEDNESDAY, Aug. 10.
R.M.S. EMPRESS OF INDIA 6000 Tons. WEDNESDAY, Aug. 24.

Hongkong to London, 1st Class, via St. Lawrence £60. via New York \$82.
Intermediate on Steamers, £40. \$40.
and 1st Class Rail, £42. \$42.

THE magnificent "EMPEROR" STEAMSHIPS, passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN COUVE (B.C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, apply to D. W. CRADDOCK, Acting General Agent, Hongkong, June 22, 1904.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, MOI, KOBÉ & YOKOHAMA: FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
ARABIA	4483	RAHLE	August 14, 1904.
ARAGONIA	5198	SEWELLY	Sept. 14, 1904.
NUMANTIA	4370		Oct. 14, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, June 30, 1904.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMUI, Via SWATOW AND AMOY.	FRITHJOF	SUNDAY, 17th July, at 10 a.m.
FOOCHOW, Via SWATOW AND AMOY.	TRIUMPH	WEDNESDAY, July 20, at 10 a.m.
TAMUI, Via SWATOW AND AMOY.	M. STRUVE	SUNDAY, 24th July, at 10 a.m.
ANPING, Via SWATOW AND AMOY.	TRITOS	WEDNESDAY, July 27, at 10 a.m.

ON account of the present state of political affairs, all the Company's new Steamers have been requisitioned for Transport Service, and the above named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of affairs permit the Company will resume running with its specially designed new Steamers.
For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, July 16, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TUGBOAT CO.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBÉ AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
HYADES	3753	Geo. Wright	July 30.
SHAWMUT	3606	W. M. Smith	September 1.
TREMONT	3606	T. W. Garlick	October 1.

Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT 3606 tons Capt. W. M. Smith About 12th August.
S.S. TREMONT 3606 tons Capt. T. W. Garlick About 10th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
OUTRINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The Twin-screw a.s. Shawmut and Tremont have just been fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, Apply toDodwell & Co., Limited,
GENERAL AGENTSQUEEN'S BUILDINGS,
Hongkong, July 15, 1904.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	PERLUS	18th July.
GLASGOW AND LIVERPOOL	AXAN	29th Aug.
GLASGOW AND LIVERPOOL	MACHAON	8th Aug.
GLASGOW AND LIVERPOOL	GLAUCON	12th Aug.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	KINZUKU	19th July.
LONDON, AMSTERDAM & ANTWERP	KEENON	2nd Aug.
LONDON, AMSTERDAM & ANTWERP	MOYUNE	16th Aug.
* GENOA, MARSEILLE & LIVERPOOL	SARFEDON	20th Aug.
LONDON, AMSTERDAM & ANTWERP	PERLUS	30th Aug.
LONDON, AMSTERDAM & ANTWERP	GLAUCON	15th Sept.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, SEA	MACHAON	11th August.
NKI, KOBÉ & YOKOHAMA		

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, July 14, 1904.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
YOKOHAMA AND KOBÉ	THINAN	19th July.
MANILA	TEAN	20th July.
CEBU AND ILOILO	KAIPONG	21st July.
SWATOW, CHEFOO AND TIENSIN	KARU	22nd July.
FORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELB. URNE	TAIWAN	30th July.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze & Northern China Ports. * Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, July 15, 1904.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships.—Electric Light—Perfect Cuisine—Surgeon and Stewardsess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
RUBI	2540	R. W. Almond	Manila Direct	July 23, at 10 a.m.
ZAFIRO	2540	R. Rodger	Manila Direct	July 30, at 10 a.m.
PERLA	1980	A. H. Notley		

For Freight or Passage, apply to

Shewan, Tomes & Co.,
General Managers.

Hongkong, July 16, 1904.

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPEDIENT ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAPAN.	Second half of July.	JAVA PORTS.	Second half of July.
TJILATJAP	JAVA PORTS.	Second half of July.	JAPAN, via SHANGHAI.	Second half of July.
TJIMAH	JAVA PORTS	First half of August.	JAPAN, via SHANGHAI.	First half of August.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands, India on through B/L.

For particulars of Freight and Passage, apply to the

HEAD AGENCY,

Java-China-Japan Lijn,
ALEXANDRA BUILDINGS.

TELEPHONE No. 375.

Hongkong, July 12, 1904.

THE HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

Reprinted from the "CHINA MAIL."

Price Fifty Cents.

To be had at the "China Mail Office," 5 Wyndham Street.

三字歌

1.—THE TRI-METRAICAL CLASSIC.

千字文

2.—THE THOUSAND WORDS' POEM

Translated from the Chinese by E. J. Eitel, Ph.D.

To be had—Price 75 Cents the set—from the CHINA MAIL Office, 5 Wyndham Street.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office—Price 41 each.

CHINA MAIL Office.

Shipping.

INDO-CHINA STEAM NAVIGATION
CO., LD.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship KUMSANG, Captain E. J. BULLER, will be despatched as above on TUESDAY, the 19th inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, July 12, 1904.

1284

P. & O. S. N. Co.'s
INTERMEDIATE LINE.

NEW and Well Appointed Twin Screw S.S. SARDINIA, 6571 Tons, will be despatched for LONDON DIRECT, on or about 21st JULY.

Has Excellent Accommodation for First and Second Saloon Passengers at Moderate Rates.

To be followed by the Steamship BORNEO, 4575 Tons, about 18th August.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, June 23, 1904.

1171

AUSTRIAN NAVIGATION
LLOYD'S STEAM
COMPANY.

STEAM FOR

FIUME AND TRIESTE Direct, Calling at

SINGAPORE, PENANG, COLOMBO,

BOMBAY, ADEN, SUEZ AND

PORT SAID.

(Taking cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS.)

THE Company's Steamship PERLA, Captain CHAGLIETTO, will be despatched as above on SATURDAY, the 23rd July, at 4 p.m.

For information as to Passage & Freight, apply to

SANDER, WIELER & Co., Agents, Prince's Building.

Hongkong, July 15, 1904.

1193

NIPPON YUSEN KAISHA.

AUSTRALIAN LINE.

FOR SYDNEY AND MELBOURNE, VIA

MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.

THE Co's Steamship YAWATA MARU, Captain ... will be despatched as above on FRIDAY, the 23rd July, at 4 p.m.

The well-known Steamer is specially constructed for service in the Tropics, and is provided with superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers.

Electric Light and Refrigerator. Doctor and Stewardsess carried.

For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, June 25, 1904.

1182

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship KESOM, Captain J. WHITE, will be despatched for the above Port on or about MONDAY, the 10th August.

For Freight, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, July 2, 1904.

1227

STEAM TO CANTON.

THE new Twin Screw Steel Steamers KWONG OHOW, 1300 tons, Captain J. P. MARTIN, KWONG TUNG, 1238 tons, Captain H. W. WALKER, Leave HONGKONG for CANTON at 8.30 Every Evening (Saturday excepted). Leave CANTON for HONGKONG about 5 o'clock Every Evening (Sunday excepted). These fine new Steamers have unequalled accommodation for First Class Passengers and are lit throughout by Electricity. Passage Fare—Single Journey—\$4.00. Meals ... \$1.00 each. The Company's Wharf is a short distance West of the Harbour Master's Office. SHIU ON S.S. CO., LTD., AND YUEN ON S.S. CO., LTD., No. 8, QUEEN'S ROAD WEST. Hongkong, February 18, 1904.

313

HONGKONG-MACAO LINE.

S. S. 'WING CHAI', CAPTAIN SAMUEL BELL SMITH.

DEPARTURE from Hongkong on week days at 7.30 A.M.; Excursion on Sundays at 8.30 A.M. from Macao week days at about 2 P.M., Sundays at about 7.30 P.M. FARE (week days) 1st Class (including cabin and servant) \$3. Return Ticket \$5. 2nd class \$1. 3rd ... 60 Cents.

On excursion Sundays 1st, 2nd, 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket, including cabin and dinner eaten on board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin which has accommodation for 2 or more passengers.

Wharf—At the Western end of Wing Lok Street.

The steamer runs an excursion trip every Sunday. It takes only 3 1/2 hours to reach Macao.

MING ON & CO., 2nd Floor, 18, Victoria Street.

Hongkong, September 7, 1903.

1859

Shipping.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship HATCHING, Captain HODGINS, will be despatched for the above Ports on SUNDAY, the 17th Inst., at 11 a.m.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, July 13, 1904.

1293

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.

Via PORTS AND SUEZ CANAL.

(With Liberty to Call at PHILIPPINE PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

To SAIL, 1904.

ST. FILLANS, About July 20.

BEDOUIN, Aug. 5.

LOWTHER CASTLE, Aug. 20.

For Freight and further information, Apply to

DODWELL & CO., LTD., Agents.

Hongkong, July 12, 1904.

110

NOTICES TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER SIMLA.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF and GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—

From London, &c. ex s.s. China and Somali.

From AUSTRALIA, ex s.s. Britannia.

From CALCUTTA, ex s.s. Syria.

From PERSIAN GULF, ex s.s. B. I. S. N. and B. and P. S. N. Co's steamers.

Optional Goods will be landed here unless instructions are given to the contrary before Noon To-day.

Goods not cleared by the 21st July, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, July 15, 1904.

1304

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship Kwanang, having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., the 15th inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., General Managers.

Hongkong, July 11, 1904.

1270

NOTICE TO CONSIGNEES.

STEAMER OCEANIAN.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from LONDON ex s.s. Meloc; from BORDEAUX ex s.s. Ville de l'orient, in connection with above Steamer are hereby informed that their Goods, with the exception of Optum, Treasures or Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG KOWLOON WHARF and GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 19th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 19th July, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the

Vessels Advertised as Loading.